

**KEEP YOUR RED CROSS  
AT HIS SIDE**



**GRAIN**  
MARCH, 1945



Article 2

THE skill and strength of our industrial workers must be guarded against accidents and diseases so as to carry through the war production program. With this end in view Secretary of Labor Perkins' committee to conserve manpower in war industries has compiled a list of do's and don'ts to keep workers from getting hurt. This is the second of a series of articles prepared by the Department of Labor so that all workers can check the hazards applying to their own jobs and safeguard life and limb in their own interest and that of war production.

PERSONAL PROTECTION

1. Wear snugly fitting clothes. Never wear loose clothes, long sleeves, dangling neckties, loose trouser cuffs, finger rings, or other unsafe apparel while working around machinery.

2. Wear suitable gloves and gauntlets when handling sharp-edged stock, scrap, or quantities of lumber.

3. Wear goggles when grinding, snagging, chipping; pouring hot metal, caustics or acids; welding, sandblasting, or doing any other work where flying or splashing material might enter the eyes (unless an effective non-shatterable shield is installed on the machine). Do not interchange goggles, masks, or other personal protective equipment without first having them sterilized.

4. Wear shoes with soles sufficiently heavy to give adequate foot protection. Use safety shoes when handling heavy objects.

(The third article of this series will deal with machinery safeguards.)

FIRE LOSSES INCREASING

Estimates by the National Board of Fire Underwriters place the United States fire loss for the first ten months of 1944 at \$340,998,000. This is 13% higher than the similar estimate in 1943 and 34% higher than 1942. If the present trend continues, it appears that the total U. S. loss for the year will be in the neighborhood of \$430,000,000 as estimated by the National Board of Fire Underwriters. These estimates, based upon returns by insurance companies reporting to the National Board with 30% added to cover uninsured and unreported losses, do not reflect the increasing number of large loss fires that are occurring in uninsured U. S. Government properties.

SAVE EVERY SCRAP OF PAPER!

A critical shortage in the supply of lumber and pulpwood is again threatening the production of essential war materials in this country. Severe decreases in the output of lumber and pulpwood, due to the lack of manpower, and an increasing need for these products to meet essential military demands are the principal factors affecting the supply of these materials.

Overall pulpwood inventories in the United States have dropped 12% in the months of September through November of 1944. Much of the available wood pulp supply is now going for non-paper usage such as explosives, rayon and cellophane and the requirements of wood pulp for such materials as military shipping containers and explosives are expanding rapidly.

Never attempt to bear more than one kind of trouble at once. Some people bear three kinds—all they have had, all they have now, and all they ever expect to have.—Edward Everett Hale.



OWI

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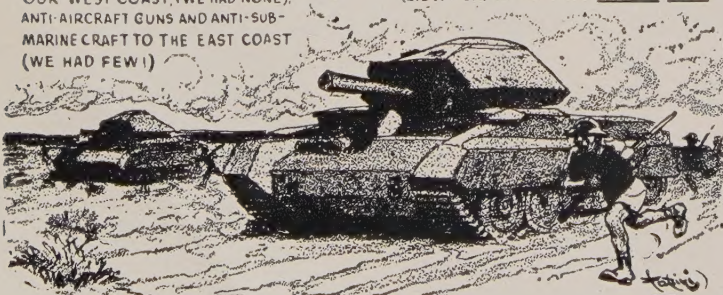
HAS PLEDGED GREAT BRITAIN TO  
HELP US DESTROY THE JAP-  
EVEN IF THE NAZIS FALL FIRST



LEND-LEASE  
WORKS BOTH WAYS!

AFTER PEARL HARBOR, BRITAIN  
RUSHED BARRAGE BALLOONS TO  
OUR WEST COAST, (WE HAD NONE),  
ANTI-AIRCRAFT GUNS AND ANTI-SUB-  
MARINE CRAFT TO THE EAST COAST  
(WE HAD FEW!)

100% OF THE MECHANIZED  
TROOPS THAT SMASHED ROMMEL IN  
LIBYA CAME FROM THE **BRITISH ISLES**





# Cargill's Program Very Successful

By JAMES G. HAYHOE

Before S. O. G. E. S.

**T**HE common responsibility for safety is or should be shared by everybody concerned—directors of the company, its president, manager, superintendent, all other officials of every kind and grade, and EVERY EMPLOYEE.

So far as the employee is concerned he should be the most deeply interested of all. Primarily all safety pre-

cautions and efforts are for the purpose of protecting him from death, disability, loss of employment and pain. If for no other reason, his own self-interest and consideration for his fellow employees should cause him always to practice

carefulness, to obey without question all rules and regulations regarding accident prevention, and to cooperate in all efforts of his employer to increase the safety of working conditions.

Beyond these necessary helps, the major responsibility rests upon the company and its officials to do everything humanly possible to reduce the number of accidents among its employees.

The immediate responsibility for safety and accidents is not discharged by the top officials of a company, but by the executives who are or should be held responsible for the welfare of the working force. However, because the foreman or other department head of production, service or sales, is wholly engaged in directing and supervising a group of employees in the performance of their specific duties, he more than any other official is the key man in the work of accident prevention.

In most industrial and commercial establishments the foreman is officially charged with the responsibility for all accidents which occur in his department. Safety is a part of his job. It is his duty, therefore, to convince every workman that he must so handle his job that there will be no unsafe practices and no accidents.

## Management's Attitude Determines Success

**I**NEFFECTUAL and useless are all plans and policies regarding safety which are set up by the manager or superintendent unless they are carried out whole-heartedly by each foreman in his department. The workman's attitude toward safety depends absolutely on that of his boss. If the boss is indifferent, so will his men be correspondingly. For these reasons, he must believe in accident prevention just as he believes in everything else that prevents waste and increases the efficiency of his department. He must be interested in the welfare of his men and feel his moral responsibility for protecting them.

What must the foreman know and do? He must know safety. He must

inform himself regarding the best standards developed in other establishments where conditions are similar. He must know his men intimately, watch their habits, study their jobs and make them feel that he understands their problems. He must constantly instruct his men in accident prevention, especially the new men. Telling them to be careful is not enough. He must warn them in regard to the particular hazards of their jobs and give them specific directions as to the safe methods of work.

Equally important is it that he should know his own department. Through regular inspection and constant daily watchfulness he should know every dangerous place and working practice. Squarely on the foreman should be placed the responsibility for seeing that guards are provided for dangerous places, that they are kept in repair and used by the men, and that all machines, tools and other equipment are kept in proper repair and adjustment. On the foreman also depends the effectiveness of first-aid work. He must instruct his men in the need of prompt treatment for every scratch, cut and bruise.

## Train Them First

**M**EN must be made safety conscious. Often it is of importance to make a workman feel that you have complete confidence in him—that you believe he can properly perform the work for which you have selected him. Leading workmen is much more effective than driving them. The foreman should warn his men against the particular hazards of their jobs and give them specific directions as to the safe methods of work. As a business proposition he should present safety to the workman, but not as a frill or fad. The

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reduction in accidents and the saving in money for both the employer and the workman of many of the companies actively engaged in this work of preventing accidents, prove that it is an indispensable part of every efficient shop or other commercial organization.

It is a well recognized fact that some of the most severe injuries to industrial employees occur during their early service. The apprentice just entering the shop, the new hand just assigned to work in a track gang on a railroad, the older industrial worker reassigned from one

class of employment to another—all present a challenge to the management to see that immediate protection is afforded. Management's duty may be outlined as follows:

1. To see that men are selected who are fit for the work to be done
  - (a) as to ability
  - (b) as to physical condition
2. To provide proper working conditions and proper supervision that will insure the safe use of equipment and material by the new worker.
3. To provide proper safety regulations, and direct an efficient accident prevention campaign.

Accidents to new employees are due largely to lack of familiarity with the hazards and working conditions. Another factor is nervousness due to a desire to equal the production or speed of the more experienced worker. To a certain extent mechanical safeguards may prevent accidents from these causes. The greater number of such accidents, however, occur from causes that are not preventable by guards. Education and supervision are the only effective means of attack for such accidents. Each new employee is a potential hazard and as you multiply them you multiply the hazards and the possibilities of accidental injuries.

#### Doubly Hard to Unlearn Wrong Practices

EXPERIENCE shows that it is advisable to reach the new man just as soon after his employment as possible. If a new workman gets off to a bad start and forms unsafe working habits, he must learn to forget all that he has learned wrong. Safe working habits are a big factor in efficiency and with proper training, good working habits are just as easily formed as bad ones.

Initial instruction in safety should cover the following subjects, although it may not be possible to cover all the subjects at the time of employment:

- (a) Fundamental principles of safety.
- (b) The use of safeguards provided by the company.
- (c) The necessity for reporting for first-aid every little cut or scratch.
- (d) Typical accidents which have occurred to illustrate the hazards of the work, and how to avoid them.
- (e) The individual responsibility of the men in protecting themselves and safeguarding their fellow workers so that they will "think safety."

One cause of accidents to new men is the fact that foremen take for granted, or are led to believe, that the man knows more about his job than is actually the case.

The question of safety education is one of keeping eternally at it. It is necessary to revamp instructions in safety from time to time. Accidents are prevented only by a continuous and never-ending effort.

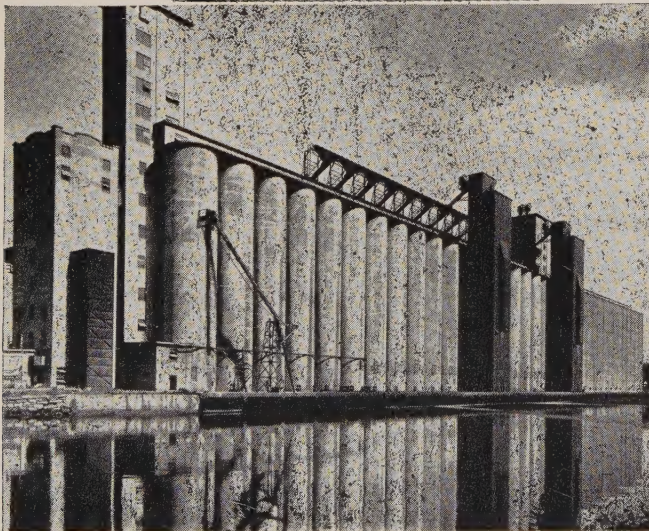
#### Committee Work Changes Attitude

THE next important organization is a Safety Committee. It is a well-known fact that when workmen are appointed on Inspection Committees and go out into their own plants

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seeking ways and means for preventing accidents that results are obtained.

These men who serve on committees become the best boosters for safety, help to foster confidence among the workmen, and results in their taking accident prevention seriously. A live Safety Committee in a plant acts as a prod to the superintendent and foreman and prevents laxness and neglect.

The Safety Committee should be comprised of the foreman and key men. In a plant of say twenty-men, five men should be on the Safety Committee. They should have charge of all safety activities in the plant. They should draw up a set of rules and regulations to be put into effect in your plant, and should prescribe penalties, if any, for the violation of these rules and regulations.

While on the subject of regulations, we feel that it is desirable to have as few as possible, and they should be brief, to the point, and understandable. Every employee should be furnished with a list of these rules and should have them thoroughly explained to him.

#### Meetings Scheduled, Held Regularly

**T**HE Safety Committee should also have charge of the monthly or bi-monthly plant meetings. These safety meetings should be conducted in an orderly manner and should be made interesting—for a boring meeting is a waste of time.

The chairman of the Safety Committee should call the men together promptly at the appointed time. The following is suggested for the procedure of the meeting:

1. Roll call
2. Approval of minutes
3. Unfinished business
4. Reports of committees
5. Review of accidents which have occurred in the plant during the last thirty days.
6. New business
  - (a) Discipline
  - (b) Safety rules
  - (c) Display posters
  - (d) No lost-time contest, if any.
7. Other business
8. Introduction of new members or visitors.
9. Subject for discussion.

In our organization we are presenting the same subject to all plants each month. As an illustration, one month we had "Enthusiasm and Common Sense in Accident Prevention," and the next month our subject was "Heat Prostration."

**T**HE next committee should be an Inspection Committee, and should be comprised of about twenty-five per cent of the entire plant employees. If a plant has 25 employees, for instance, five of them should be

on the Inspection Committee. These men should serve a period of three months and then should be replaced with another five men, etc., until all the men have served on this committee.

The duties of this committee should be to inspect the plant periodically—say every two weeks.

Inspection reports should be made up and should include suggestions and recommendations. A copy of this report should be sent to your office for your action.

From our experience you should receive many suggestions, some good ones and some not so good. However, I would like to stress one point regarding these recommendations and suggestions submitted by the Inspection Committee, namely, to remember that you are trying to encourage your men in accident prevention work and are trying to make them safety-conscious. In the event that they do make recommendations that are unreasonable, or which seem absurd, do not ignore them. If you cannot comply with their requests, tell them so, and tell them why.

#### Accident Investigation Committee Most Important

**T**HE next step in your organization plans should be to form or appoint an Accident Investigation Committee. We feel that this committee is one of the most important in the entire setup. It should be their duty to investigate each and every accident to find out the cause, and to report what can be done in the future to avoid a recurrence of this same accident. A written report should be made out by this committee

for each investigation, a copy of which should go to you. In the event that your company has several elevators a copy should go to the department having charge of the safety work.

First-aid properly given by some qualified person pays big dividends to both the employee and employer. It should be the duty of the Safety Committee to ascertain whether or not the man in charge of first-aid work is fully competent. Most fire departments, Red Cross, Boy Scouts, and other organizations are very glad to give anyone interested instructions on first-aid application.

Be sure that any injured man, no matter how slightly he may think he is hurt, reports to the first-aid man for treatment immediately when hurt. If in the opinion of the first-aid man the injured should go to a doctor, do not try to economize by not sending him, as a slight cut or abrasion, sliver in the hand, or any similar type of slight injury may result in an infection and ultimately the loss of a limb, which in the end will cost the insurance company and consequently the employer large amounts of money.

So far we haven't mentioned the advisability of using a bulletin board and safety posters in connection with your safety program. In our organization, we are making use of bulletin boards at the present time, and find that they can be made attractive and interesting to the employees.

In closing I offer our Workmen's Inspection Committee Report form, as well as our Safety Rules and Regulations, and hope they will contribute to a safer New Year for you.

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## Our Rules and Regulations

To Cargill employees:

The following is a list of rules and regulations adopted by your plant Safety Committee for your PROTECTION and GUIDANCE:

1. Smoking or the carrying of matches in the elevator will not be allowed.
2. Drinking of intoxicating liquor on the job will not be allowed, and any man under the influence of liquor will not be allowed on the premises.
3. "Horse-play" will not be permitted.
4. All injuries, no matter how

slight, must be reported to your foreman immediately.

5. Do not displace, damage, or destroy any safety device installed in your plant to protect your life, health or safety.
6. Do not wear clothing with ragged sleeves or pant legs, or any loose apparel that could be caught in rotating machinery.
7. Be careful of your footing at all times, and wear heavy soled shoes in good repair.
8. Floors and lockers and toilet facilities must be kept clean.
9. Deposit scraps of lunch and waste

in garbage can provided for that purpose.

10. Conveyor belts must not be crossed except at bridges and cross-overs.

11. Do not start a conveyor belt without first moving it a foot or two as a warning.

12. In starting any machine or apparatus be sure that everything is in the clear.

13. Report all defective machinery or equipment at once to your foreman.

14. Wear goggles provided for you when grinding, chipping, and on all occasions where there is a danger from flying particles.

15. Use leather gloves while handling steel cable and grain doors.

16. When entering bins from either top or bottom, be sure that tripper spouts are removed from that bin, and notify the weighman that you are working in that particular bin. Use safety rope when going down into the bin.

17. Pick up all tools and equipment when through using them, and do not leave any loose articles on the floors or on overhead structures.

18. When riding manlift always face the belt and use hand holds, and do not carry tools or materials. Hoists are provided for this purpose.

19. Do not go up or down a ladder without the use of both hands. If material or tools are to be raised or lowered, a rope or hoist must be used.

20. Exercise care in placing of ladders. If there is a chance of a ladder slipping, have someone hold it for you.

21. Do not use faulty extension cords, nor extensions without vapor proof globes and guards; never wrap cord around a pipe or any object that may cut and ground cord.

22. Do not use calcium chloride or sulphuric acid fire extinguishers on motors or electrical equipment. Use only Pyrene extinguishers.

23. Do not leave light sockets open. Replace all globes and guards.

24. Crossing under or between box cars at any time is prohibited. Do not ride front footboard of switch locomotive.

25. Kinks in air, water, and steam hoses must not be taken out while hose is under pressure. Hose must not be moved around by pulling on the nozzle.

26. Keep out of electrical vaults unless you are authorized to enter.

27. Never "fool" with compressed air or direct it toward anyone's face.

28. When entering or leaving box cars, use a ladder. Do not jump. Do

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not ride on top of box cars in motion, Do not attempt to change shovels and cable until shovel machine has been shut down.

29. Wear respirators provided for you in dusty places, and when treating grain.

30. Do not enter a garner unless garner levers are tied up and leg shut down, and made unserviceable by locking the switch in the "off" position.

31. When working on cleaners, do not clean screens with your hands. Use a scraper.

Be vigilant—Keep on guard! Each employee can do more to protect himself from all accidents than all the rules that can be made. Remember "The Best Safety Device is a Careful Man." Be sure you are safe, and then help look out for the other fellow.

#### Safety Committee Meeting

##### DOCKET

Note: Every Safety Committee Meeting should be conducted in an orderly manner. An interesting meeting is worthwhile—a boring meeting is a waste of time. Chairmen of Safety Committees should call their committees together promptly at the appointed time.

- A. Roll Call—Absences and reasons therefor should be recorded in the minutes.
- B. Approval of Minutes—Read the minutes of the last meeting. This sort of repetition is helpful.
- C. Unfinished business
  - a. Recommendations or suggestions not yet carried out.
  - b. All other.
- D. Report of Committees
  - a. Report of Inspection Committees.
  - b. Report of Accident Investigation Committee.
- E. Review of Accidents which have occurred in plant during the last 30 days
  - a. Condition of injured men still off duty.
  - b. Accidents which occurred elsewhere.
- F. New Business
  - a. Discipline.
  - b. Safety rules.
  - c. Display posters.
  - d. No lost time contest.
  - e. Other business.
  - f. Introduction of new members or visitors.
  - g. Subject for discussion.
- G. Subject for Discussion
  - a. Enthusiasm and common sense in accident prevention.

The basis for the safety idea, or accident prevention work is that the men who work for any employer are the most valuable asset the company has, and their safety and good will are essential to the company's success. The will to work for accident prevention requires a combination of enthusiasm and common sense.

A. Enthusiastic belief in the value of human life, in the responsiveness that lies somewhere beneath the skin of everyone, in the ultimate success of his efforts.

B. Common sense to recognize the difficulties of his task, the persistence of habit, the differences between individuals, the

thousand other demands upon the time and energy of those he must deal with.

The safety man must also have imagination to discover hazards and invent remedies. He must take nothing for granted—neither the foreman's assurance that "nothing can happen here" nor his own belief in the efficacy of some new guard.

#### Co-operation Better Than Authority

THE first thing that the safety man must realize is that he cannot possibly do his job alone, but only with the warm co-operation of his associates secured by hard, persistent effort.

Why is this so? Why must safety be "sold" so energetically when it so clearly benefits all concerned? One reason is the fact, deeply rooted in human nature, that we all hate to think of unpleasant things, and especially of death or serious injury. As example, we have fire insurance, theft insurance—insurance **against** fire or theft, but insurance against death is called "life" insurance. The word "death" is so unpleasant that "death insurance" would repel the purchaser.

To attempt to overcome this instinctive dislike by authority alone, to frighten everyone into recognizing the importance of accidents, is ineffective and undesirable in many ways. The whole organization must rather be brought to realize that the safety movement is something constructive, progressive, for the welfare of all, in which each is a partner. Thus a successful safety campaign usually has the result not only of reducing accidents, but of raising the general morale and leading to further co-operation between management and men in other matters of common concern.

In arousing this interest and securing this co-operation, some must be reached by appealing to the reason with facts and figures, some by appealing to the emotions with the story of what accidents mean to the workmen and his family, and a few may be affected by nothing save the fear of discharge or the horrible personal consequences of a serious accident. The safety man must understand human nature well enough to employ all these methods as the case requires.

#### b. Safety Posters.

The use of pictures and stories to tell the workman what he must do to protect himself and others from injury is one of the most effective means of getting results and maintaining interest in safety work. Many persons are injured because of ignorance, indifference or carelessness, and continuous education is therefore absolutely necessary to secure their wholehearted co-operation in reducing accidents. In view of the fact that it is virtually impossible to carry on this educational work with each man personally, there is no doubt that a live bulletin board offers one of the most practical solutions of the problem.

The safety committee should discuss some or all of the following questions. If desired, one or more sub-committees may be appointed to make a survey of certain departments or of the entire plant. The reports of these committees might be based on these questions:

1. Are safety posters just tacked up on a wall, post, or some other convenient place?
2. Are they displayed in an attractive setting to tempt the workers to reach them?

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3. Are effective bulletin boards used?  
(Have you seen the bulletin boards sold by the National Safety Council at cost?) \_\_\_\_\_
  4. Are the bulletin boards properly illuminated, either by daylight or electric lights? \_\_\_\_\_
  5. Are bulletin boards placed in proper location? \_\_\_\_\_
  6. Is some one man responsible for the bulletin boards? \_\_\_\_\_
  7. Are too many posters displayed at one time? \_\_\_\_\_
  8. Are posters changed frequently? \_\_\_\_\_
  9. Are posters sometimes used that do not refer to the work at hand? \_\_\_\_\_
  10. Are home-made posters used from time to time? \_\_\_\_\_
  11. Do you sometimes display goggles broken in service, etc.? \_\_\_\_\_
  12. What types of posters are most effective? \_\_\_\_\_  
Those illustrated with photographs or drawings? \_\_\_\_\_  
Cartoons? \_\_\_\_\_  
Gruesome posters? \_\_\_\_\_  
Slogans? \_\_\_\_\_  
One telling workers what to do or what not to do? \_\_\_\_\_  
Statistical posters? \_\_\_\_\_
- Workmen's Inspection Committee Report**
- A. Date of Inspection \_\_\_\_\_  
Date of last Inspection \_\_\_\_\_  
[Answer each question. Remember that if you carry on your inspection work effectively you are preventing accidents. Your company cannot correct unsafe working conditions or unsafe practices without your help. You will not be criticized for your suggestions or your reports.]
- B. Yards and Approaches. (Walk around—don't guess!). \_\_\_\_\_
- a. Condition of roads or pavements? \_\_\_\_\_
  - b. Condition of grounds particularly with reference to housekeeping? \_\_\_\_\_
  - c. Are auto drivers using all reasonable precaution while on our property? if not, state particulars \_\_\_\_\_
  - d. Are materials of all kinds handled safely? \_\_\_\_\_
  - e. Are materials piled safely? \_\_\_\_\_
  - f. Condition of loading platforms \_\_\_\_\_
  - g. Condition of railroad tracks \_\_\_\_\_
  - h. Are crossings properly guarded? \_\_\_\_\_
  - i. Conditions of bumping blocks \_\_\_\_\_
  - j. Is there safe clearance between railroad tracks and buildings and piles of materials? \_\_\_\_\_
  - k. Is the moving of railroad cars done safely? \_\_\_\_\_
- l. Condition of outside spouts, outside portions of marine legs, outside cranes, industrial locomotives, outside machinery, guy wires \_\_\_\_\_
- C. Condition of buildings (note cracks, leaks, weakness, shakiness, freedom from obstructions, necessary handrails and toe boards, etc.). \_\_\_\_\_
- a. Walls \_\_\_\_\_
  - b. Foundations \_\_\_\_\_
  - c. Snow \_\_\_\_\_
  - d. Ice \_\_\_\_\_
  - e. Doors \_\_\_\_\_
  - f. Windows \_\_\_\_\_
  - g. Floors \_\_\_\_\_
  - h. Floor openings \_\_\_\_\_
  - i. Platforms \_\_\_\_\_
  - j. Elevated runways (floor openings, platforms, and elevated runways should be free from all obstructions and protected with double handrails and two boards) \_\_\_\_\_
- D. Stairways \_\_\_\_\_
- a. Is proper light provided at all times where needed? \_\_\_\_\_
  - b. Condition of supports and handrails \_\_\_\_\_
  - c. Condition of treads (if defective, state where) \_\_\_\_\_
- E. Aisleways, Passageways, Tunnels \_\_\_\_\_
- a. Are they free from unnecessary obstruction? \_\_\_\_\_
  - b. State air condition \_\_\_\_\_
  - c. State dust condition \_\_\_\_\_
- F. Machinery, Including Main Drives and Machine Tools \_\_\_\_\_
- a. Is safe equipment installed and are proper guards provided? \_\_\_\_\_  
(Watch for protruding set screws, and unguarded shafting, belts, pulleys, gears, couplings, clutches, chains, sprockets, friction drives, spindles, and other dangerous revolving or reciprocating parts.) \_\_\_\_\_
  - b. Can the point of operation be more efficiently guarded? \_\_\_\_\_
- G. Elevators, Manlifts, Cranes and other Hoisting Equipment \_\_\_\_\_
- a. Condition of gates \_\_\_\_\_
  - b. Condition of cables \_\_\_\_\_
  - c. Machinery \_\_\_\_\_
  - d. Safety devices \_\_\_\_\_
  - e. Hooks, chains, rings, etc. \_\_\_\_\_
  - f. Walks, stairs, ladders, cages, platforms, etc. \_\_\_\_\_
- H. Fire Hazards \_\_\_\_\_
- a. Does each member of the committee know the location and understand the operation of the nearest shut-off valve controlling the sprinkler system? \_\_\_\_\_
- b. Are all fire doors unobstructed and in good operating condition? \_\_\_\_\_
  - c. Condition of ordinary exits and approaches? \_\_\_\_\_
  - d. Condition of emergency exits, fire escapes and approaches? \_\_\_\_\_
  - e. Give complete list (number and conditions) of fire fighting equipment in department \_\_\_\_\_  
Sprinklers? (yes or no) \_\_\_\_\_  
Water buckets \_\_\_\_\_  
Hose stations \_\_\_\_\_  
Sand pails \_\_\_\_\_  
Chemical extinguishers \_\_\_\_\_
  - f. Date of last fire drill? \_\_\_\_\_
  - g. Are solid, liquid and gaseous explosives stored and handled safely? \_\_\_\_\_
- I. Ladders (a detailed inspection of all ladders is vital) \_\_\_\_\_
- a. Number of portable ladders found in unsatisfactory condition \_\_\_\_\_
  - b. Are portable ladders equipped with safety feet? \_\_\_\_\_
  - c. Are stationary ladders in good condition? \_\_\_\_\_
- J. Motor Trucks, Hand Trucks, Wheelbarrows \_\_\_\_\_
- a. Are any unsatisfactory from a safety standpoint? \_\_\_\_\_
- K. Electrical Equipment \_\_\_\_\_
- a. Note all defects found, such as absence of dustproof globes, loose fittings, bare wires, etc. \_\_\_\_\_
- L. Hand Tools \_\_\_\_\_
- a. Are all chisels, hammers, etc., free from burred edges? \_\_\_\_\_
  - b. Other defects found \_\_\_\_\_
- M. Goggles, Respirators, Masks, Helmets \_\_\_\_\_
- a. Are they provided in sufficient numbers? \_\_\_\_\_
  - b. Are they properly used whenever needed? \_\_\_\_\_
- N. Light \_\_\_\_\_
- a. Are windows and skylights clean? \_\_\_\_\_
  - b. Electric lights and reflectors—condition \_\_\_\_\_
- O. Sanitation \_\_\_\_\_
- a. Toilets \_\_\_\_\_
  - b. Urinals \_\_\_\_\_
  - c. Washing facilities \_\_\_\_\_
  - d. Drinking fountains \_\_\_\_\_
- P. First Aid \_\_\_\_\_
- a. If the first-aid kit is located in this department, does it contain the necessary supplies? \_\_\_\_\_
  - b. What is lacking? \_\_\_\_\_
  - c. Is some one or more workmen placed in charge of first-aid in this department, and is he fitted for the work? \_\_\_\_\_
  - d. If stretcher is provided, is it in good condition and properly located? \_\_\_\_\_
- Q. Unsafe Practices \_\_\_\_\_
- R. General Recommendations: \_\_\_\_\_

## HIGH CAPACITY GRAIN CLEANING EQUIPMENT for TERMINAL ELEVATORS!



NEW PRIORITY-RATED  
EQUIPMENT AVAILABLE  
FOR ESSENTIAL NEEDS

Hart-Carter normally offers a complete line of special, heavy-duty cleaners for terminal elevators. Included are the 2564 Carter Disc-Cylinder Separator, combining discs and cylinders; and the all-cylinder 45 Hart Uni-flow Grain Separator. These machines offer a profitable answer to whatever cleaning, grading, separating or processing jobs you may be called on to handle.

### HART-CARTER COMPANY

670 Nineteenth Ave. N.E.

Minneapolis, Minn.

EMPLOYEES INSPECTION COMMITTEE  
[Signed (by all)]





LIKE A  
CAGED ANIMAL  
A  
**DUST**  
**EXPLOSION**

**WANTS OUT!**

. . gets mighty tough and rough about it, too, if it doesn't have its way in a *hurry*.

The continuous gravity action of the Robertson Safety Ventilator vents dangerous fine dust from your elevator legs, reducing possibility of primary explosions.

Should a primary explosion develop, however, it is *immediately* ushered *out* through the Robertson Safety Ventilators, mounted on the elevator leg . . . minimizing the hazards of dangerous secondary blasts.

Be on the **SAFE** side with Robertson Safety Ventilators. Write today for descriptive literature.

**H. H. ROBERTSON CO.**

FARMERS BANK BUILDING

PITTSBURGH, PA.



# OUR "CHINESE" FOOD

By EMMETT SNELLGROVE



Rice Millers Have Recently Developed A Process For Preserving A Large Part Of The Vitamin Values, Promising Wider Acceptance And Consumption. Hailed As Is Grain, Rice May Eventually Fill Some Of Your Tanks.

**T**HOUGH U. S. rice production is an insignificant part of the world supply, American rice growers and millers after meeting our own war-time needs are today shipping rice to many distant lands that formerly looked to rice-wealthy Burma, Thailand, and Indo-China for their supplies. Thus, a country many of whose people still refer to rice as a "Chinese" food is now providing nearly half a billion pounds of it annually, all milled and ready to cook, to feed the world's deprived peoples.

The U. S. is of course not able to supply all the rice needs of these countries, but acts merely on a tide-over basis until the Burma area can be reopened. Until then—and provided our record-breaking supplies last—American ships will continue to de-

liver rice to our territories, our allies, friendly nations, and liberated areas.

As a nation, Americans are not a rice-loving people. For generations, we have eaten and used industrially only 5 or 6 lbs. per capita—800 million lbs. a year. The rest of our peacetime 1,400-million lb. milled production went and still goes principally to Cuba, Puerto Rico, and Hawaii.

Our present increase, some 300 to 400 million lbs. a year, is going almost entirely to areas that never before depended upon us for supplies. These include the United Kingdom, Russia, west Africa, and France.

## Rice IS Chinese Food

**L**ITERALLY speaking, rice is a Chinese food. It is generally believed to have been cultivated first

somewhere in the area extending from southern India to Cochin-China far back in antiquity. It appears to have spread into China possibly as early as 3000 B. C., and much later into Iran, Arabia, Egypt, and finally Europe.

Many centuries later—about 1685—ambitious farmers in South Carolina began experimenting with it. They were followed by farmers of North Carolina and Georgia. Since the Civil War, however, rice production has centered largely in Louisiana, Texas, Arkansas, and California, and these four States, led by Louisiana, produce all our commercial rice.

Grown largely in the South, rice has remained primarily a southern food. Hence, the average per capita U. S. use (6 lbs. a year) does not reflect the heavy consumption in the south. On a State basis, the per capita consumption ranges from less than a tenth of a pound in New Hampshire and Vermont to 27 lbs. in South Carolina and over 40 lbs. in Louisiana.

## Cowboys Not Marrying Kind

**O**R WE can express percentage-wise the varying disappearance of our edible rice throughout the country. During the 12 months beginning August 1, 1941, the southern States consumed 57.2%; the East, 14%; the Middle West, 16.2%; the Pacific Coast, 11.2%; and the Rocky Mountain States, only 1.4%.

Rice is rich in starch and high among low-cost energy-supplying foods. Milled rice (processed from rough rice) is completely edible and has little moisture and a fairly high caloric content. It contains calcium, phosphorus, and iron, among minerals, and thiamine, riboflavin, and niacin.

A nutritional weakness of rice long has been that white (milled) rice lost much of its vitamin content in the milling process. Recently the development of a process for preserving a large part of the vitamin values has received widespread publicity, but only a small fraction of the country's production is being processed by this

## MACHINE MIGHT BE DESIRABLE FOR GRAINS, TOO?

A machine that will speed up the preparation of rice of high food value for the armed forces and civilians has been developed by the Department of Agricultural Engineering of the University of Arkansas through War Production Board sponsorship. The apparatus peels the rice rapidly in one operation without taking away the nutritional value that characterizes unpolished or brown rice, WPB states. Research that led to its development was financed by the Office of Production Research and Development of WPB.

Polished white rice sold at retail has little vitamin content, WPB explained. The bran layer and germ lying close to the rice kernel have been removed by polishing in order to meet public demand for a rice white in color and suitable for storage. The rice peeled by the new machine is not as white as the product commonly sold, but keeps as well as any rice processed in other ways to retain its vitamin content.

The rice peeling machine has a rotating cylindrical shell within which rods roll in opposite directions. Unhusked rice is fed into one end, is rubbed by the rotating rods, and when it emerges at the other end of the machine it is free of husks and has a sufficient percentage of the bran and rice germ on the kernels to give it high food value. The machine as constructed has a capacity of about 1,000 lbs. of peeled rice an hour.

A detailed report on the rice peeling machine has been compiled. Copies may be obtained upon request from the Industrial and Consumer Products Branch, Office of Production Research and Development, War Production Board, Washington 25, D. C.



method at present. Brown rice has a higher food value and more flavor than white rice because it contains the bran and germ portions not found in completely milled grain.

#### Even Use The Squeal

**R**ICE MILLERS in the producing areas receive it from the farmer in its rough state, then process it into the product you find on grocery-store shelves. Here's what happens from the rice farmer through the miller:

The harvest season begins in the southern belt about August 1st. Rough rice reaches the southern miller in 162-lb. units (the California unit is 100 lbs.). After milling, the 110 lbs. or so of milled rice that remain are divided as follows: Whole rice, 80 lbs.; second head (half-grain), 14 lbs.; screenings (quarter-inch), 12 lbs.; and brewer's rice (small, finely broken pieces), 4 lbs.

The residue—the difference between the 162 lbs. that went into the mill and the 110 lbs. that came out as milled rice—consists of approximately 32 lbs. of hulls, 15 lbs. of bran, and 5 lbs. of polish. Hulls are used as fuel, largely by the miller; bran as stock feed; and polish, brownish and flour-like, in food and pharmaceuticals.

The whole-grain milled rice is used entirely for food, as is some of the half-grain product. Most of the second-head, screenings, and brewer's rice, however, goes into industrial uses, principally by brewers and into rice starch, for which there is a considerable wartime demand.

That starch demand, by the way, is an interesting angle. Few people know that rice starch is much used in the manufacture of tracing cloth, an essential in wartime construction. To design a single one of Uncle Sam's biggest battleships requires more than 300,000 sq. ft. of it. Because wartime demand for rice has exceeded production, the War Food Administration has allocated it to the various claimants.

#### Pockets Full of Rice

**F**OR THE year which began July 1, 1944, the allocable supply of 16,913,000 pockets (that's miller's talk for 100-lb. bags) is divided as follows: U. S. civilians, 8,063,000 pockets; U. S. military and war services, 1,162,000 pockets; our allies, friendly nations, U. S. territories, and liberated areas, 7,688,000 pockets.

In 1943, American rice farmers chalked up two records—in production and acreage. The 70,025,000-bu. crop grew on 1,500,000 acres for harvest. This production exceeded by about 8% the previous record crop (1942) of 64,549,000 bu. produced from 1,450,000 acres and was 48% above the 10-year (1932-41) average of 47,334,000 bu. The average per acre yield in 1943 was 46.7 bu. compared with 44.5 bu. in 1942 and the 10-year average of 48.4.

# *Another billion dollar highway program*



**I**N thinking about work after the war, don't overlook the 230,000 miles of steel "highways" which the railroads have built and maintain at their own expense. These "highways" provide jobs for more than a quarter of a million men working on construction and maintenance of tracks and roadway—jobs for more than a million other railroad workers—besides still other thousands in the mines, the mills and the forests where roadway materials and supplies are produced.

More than that—the railroads pay real taxes on these "highways," not for their own special benefit, but for the support of schools and other general services, including

public highways and streets.

After the last war, between 1920 and 1930, the railroads spent more than four billion dollars for improvements on these "highways," and in addition more than three-and-a-half billion dollars for betterments in equipment. After this war, a similar program will be required.

So there's another highway program which could make a lot of postwar jobs, and which needs no more than a public policy of treating all forms of commercial transportation alike—letting each one pay its own way, which includes the payment of the general taxes upon which governmental services depend.



**ASSOCIATION OF  
AMERICAN RAILROADS**

*All United for Victory*



In the three southern rice States—Louisiana, Texas, and Arkansas—1943 production reached nearly 56 million bu. compared with 52 million bu. in 1942. In California last year a crop of 14 million bu. was harvested compared with a 1942 production of 12½ million bu., then the largest on record for that State.

#### Raised on Large Scale in Texas

LOUISIANA is the leading producer with 621,000 acres for harvest in 1943—a 6,000-acre increase in planting over 1942. Texas is next, harvesting 396,000 acres in 1943, an increase of 26,000 over 1942. Last year Arkansas had 253,000 acres for harvest, 5,000 less than in the 1942 season, and California had 230,000 acres in rice, an increase of 23,000 over 1942.

In Louisiana most rice is produced on small, individually owned farms where other crops also may be grown. In Texas, operation is on a larger scale with rice farms ranging up to 6,000 acres. Arkansas follows both systems, but smaller farms predominate with an average of about 160 acres (mostly in rice).

Blue Rose, a medium grade, is the most popular type out of the many varieties grown in the U. S. Approximately 32% of the entire 1943 crop was of this type, and about 21% was Early Prolific. The principal type of long grain rice is Rexoro, which made up 15% of total U. S. production in 1943. Grown largely in Texas, Rexoro is frequently called "soup rice," probably because its grains after cooking hold their shape and separate more easily than most varieties.

#### MEASURE INFESTATION BY CO<sub>2</sub>

The numbers of various species of insects common in grain may be estimated from the CO<sub>2</sub> figure shown in tables contained in an article by R. W. Howe and T. A. Oxley in the Bulletin of Entomological Research. The study was undertaken to determine the relation between the safe storage of grain and the concentrations of CO<sub>2</sub>—a high percentage of CO<sub>2</sub>

output indicating unsuitableness for storage.

#### GOVERNMENT TO EXPORT WHEAT

There is certainty that the government is embarking on the largest wheat export movement of its history. Apparently the Army is planning to export about 80 million bu. Concentration of considerable stocks at Atlantic and Gulf ports for emergency requirements, transported by special solid train movements, is anticipated. France and Great Britain are slated for 3 million bu apiece, says G&FDNA.

#### Flour Subsidy Passed

The flour subsidy program for the government's next fiscal year has been approved by the House of Representatives. The Senate will doubtless follow suit.

#### WHEAT GRIND SOARS

During January 1,024 mills ground 51,287,310 bu wheat as compared with 46,485,337 bu ground by 1,020 mills the month before, and 52,063,318 bu ground by 981 mills the year previous. 94% of this amount was ground by 316 mills.

#### TO PENALIZE POOR WHEATS

Millers from different points in the state cautioned 200 Southwest Kansas farmers meeting Feb. 27 in Dodge City that wheat from that area might be penalized for high percentages of varietites not considered good for making flour. Proposed state legislation calls for variety type analysis testing of wheat.

#### No Feed Wheat

No allocations of feed wheat are to be made for April by CCC outside of the Rocky Mountain-Pacific Coast area. The boxcar shortage contributed to declining sales.

#### FORECAST NEAR RECORD CROP

A probable 1945 corn production of 3,120,000,000 bu is estimated by USDA. This compares with the 1944 record production of 3,228,361,000 bu and a 1933-42 ten yr. average of 2,369,384,000 bu. Acreage is down 3% from last year's 98,722,000 acres.

Probable production of other crops, based upon reports of prospective plantings and average yields, as given by the crop reporting board, are: Spring wheat, 241,000,000 bu compared with 314,574,000 bu last year, and the 10-yr. average of 189,525,000 bu, and oats, 1,358,000,000 bu, compared with 1,166,392,000 bu last year and a 10-yr. average of 1,028,280,000 bu.

#### CROP CONDITIONS FINE

Growing crop conditions in the Southwest are everything that could be wished for, with the exception that many of the fields are very wet. Several "voices of experience" are talking of a record crop for this year.—Kansas Grain, Feed & Seed Dealers Ass'n, Hutchinson.

#### RECORD MOVEMENT YEAR AHEAD

To move 350,000,000 bu of grain on the Great Lakes during the 1945 navigation season, as compared with 292,000,000 bu during 1944, grain cargo shippers are planning to open navigation very early this year to relieve the critical situation caused by the shortage of boxcars.

#### EARLIEST OPENING AT SOO

Two freighters recently passed through the Davis Locks at the Soo for the earliest opening on record. Earlier in the month navigation opened on Lake Erie.

## Order From This "DEPARTMENT STORE"

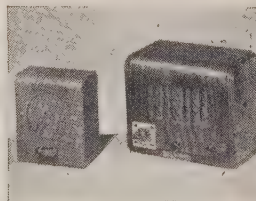
#### For Grain and Seed House Equipment

Select from over 350 different items . . . all made of finest materials . . . rigidly inspected . . . meeting Government standards where such have been established. All items guaranteed. Prompt service. Write for FREE Catalog No. 144.



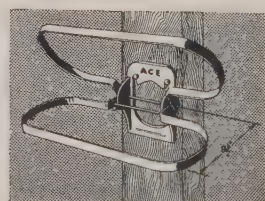
**BAG TRUCK**

25AR-7" diameter wheels, rubber tires, roller bearings, 48 in. bent plow handles of hardwood. 9 in. wrought iron nose with steel strap up the handles. \$17.50. Other sizes available.



**CALL-A-PHONE**

Inter-office communication system. Saves steps, eases work load. You contact one or up to five persons while they remain at their work. Personnel can contact you. See catalog for prices.



**BAG HOLDER**

One man can operate. Opening at top is 15 inches long by 6½ inches wide. Weighs only 4½ lbs. When not in use can be folded up and hung out of the way. \$3.00.

626 BROOKS BUILDING

CHICAGO 6, ILLINOIS

**SEEDBURO**



EQUIPMENT COMPANY



## RAY OF HOPE FOR BOXCARS

The grain boxcar situation is getting no better. The only ray of light comes from our talks with rail officials who seem to think the next 30 days will show some improvement. ICC Order 244 became effective Feb. 26 defining prompt loading, blocked elevators, supplying cars, etc., which is unreasonable and very unfair in our opinion.—Phil Runion, Sec'y, Nebraska Grain & Feed Dealers' Ass'n.

### LOADINGS DOWN 19.7%

Cars loaded with grain and grain products during the current period reflect the car shortage, though not as much as one might expect. Loadings were, for the weeks ending:

	1945	1944	1943
Feb. 17 .....	43,036	50,737	51,603
Feb. 24 .....	40,464	48,084	50,668
Mar. 3 .....	41,380	48,281	50,440
Mar. 10 .....	40,644	45,506	48,599

1945 loadings show a 14.8% decrease under those of 1943 and a 19.7% decrease under those of last year. Total loadings for the first 10 weeks this year are 424,626 cars.

Export grain unloaded at tidewater during February totaled 4,122 cars, compared with 3,373 a year ago, an increase of 22%.

### DEMURRAGE PENALTY CHARGES

Demurrage penalty charges for delay in loading and unloading closed box cars will be reinstated effective Apr. 1, as Service Order 242-B. Resulting from a series of conferences with the grain industry and other shippers, the order will expire Oct. 1. Charges are scaled from \$2.20 per car per day for first two days after free time, \$5.50 per car per day for third day, to \$16.50 for each succeeding day, or fraction thereof. U. S. Senators, western state governors, ODT, I. C. C., and the president of the Association of American Railroads were asked this month by a special meeting on the car shortage situation held in Kansas City to "set aside the existing prohibition against using gondola cars of western ownership for grain loading."

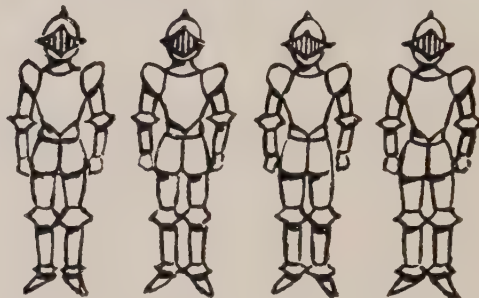
### Second Car Dumper

The second car dumper will be installed in Hutchinson when the Farmers Co-op. Commission Co. complete the necessary sub-structure on land recently acquired for the purpose, according to Manager H. C. Morton. The C. D. Jennings Grain Co. installed a Richardson Dumper last summer, the first in this market.



## For FAR MORE PROTECTION

AGAINST SEEPAGE  
OF DESTRUCTIVE MOISTURE

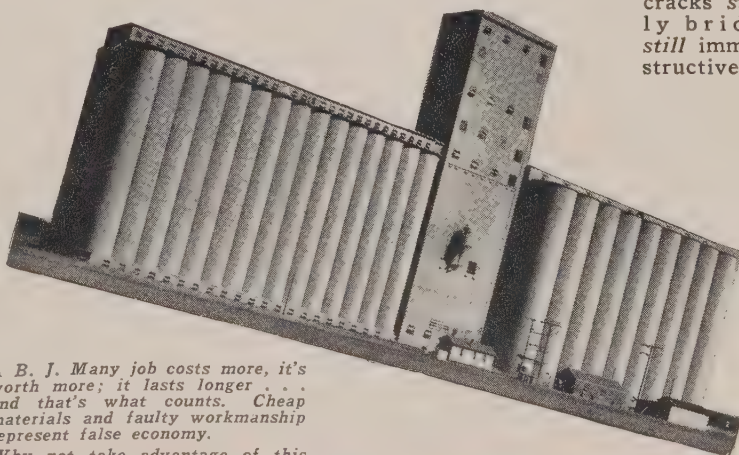


What permits seepage of moisture that causes elevators to deteriorate? *Cracks* due to excessive movement.

To stop seepage and *keep* it stopped, cracks must be bridged with weather-proofing material that has proper g-i-v-e, sufficient elasticity. What's *more*, this protective coating must be built up to substantial thickness to bridge cracks *permanently*.

How *many* coats does it require . . . one, two, three or more to do the job as it should be done? There's only one answer to that . . . RESULTS.

The B. J. Many Company applies **FOUR** complete coats of weatherproofing . . . layer upon layer. And what do RESULTS show? Today all over America you will find elevators weatherproofed by the B. J. Many Company *years and years* ago with cracks *still* securely bridged . . . *still* immune to destructive moisture.



A B. J. Many job costs more, it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy. Why not take advantage of this enduring protection? Write. . .

**B. J. MANY CO.**  
30 N. LA SALLE ST. CHICAGO, ILL.

213 STATE ST., DETROIT, MICH.

BALTIMORE (MD.) LIFE BUILDING



## WHAT'S WRONG WITH THIS PICTURE?



NATIONAL SAFETY COUNCIL

### RUSH OF WET CORN EXPECTED

At a meeting of the Nebraska grain trade in Lincoln recently it was agreed that corn should be held back on the farm and the farmer given all the help possible in caring for it—50% of which is said to still be unprotected on the ground. There are not enough available box cars for moving this crop, it was agreed, and even if there were enough cars the terminals do not have the facilities to handle this wet corn in large amounts.

[No matter what is done a lot of this corn is going to be ruined, so with the current flow of empties back into the country shipping points a heavy movement of the poorest grades may be anticipated, despite the best intentions expressed.]

### CORN GRIND OFF

During February the 11 refiners of corn ground 10,431,542 bu for domestic consumption, as compared with 11,251,877 bu last month and 10,623,810 bu a year ago.

Molly: "Did that Scotchman you dated last night make love to you in the taxi when he was taking you home?"

Sally: "No, he was too busy showing the driver the short-cuts."

### HEMP PLANTS DRY CORN

Two southern Minnesota hemp plants have begun drying corn, according to an OWI announcement for RFC and WFA. Others are scheduled to commence operations shortly. Constructed for processing domestically grown hemp to relieve the critical shortage of cordage in the early months of the war, these plants already have been turned over to the Farmers Union Grain Terminal Ass'n of St. Paul.

With a total of from 4,000 to 6,000 bu per day capacity, it may be possible to use all the 42 plants, 11 of which are in Minnesota, 11 in Iowa, 11 in Illinois, 6 in Wisconsin, 2 in Indiana, and 1 in Kentucky, for this purpose. After going through the drier, the corn goes to a sheller at the other end of the plant, coming out ready for market.

### Bolivia Given Australian Wheat by U. S.

A recent shipment of 333,330 bu. of Australian wheat destined for U. S. consumption was given to Bolivia by Uncle Sam in view of the continued suspension of that country's rail traffic with Argentina, which normally provides such requirements.

### TO SHIFT FROM WHEAT

Farmers may now shift entirely from the production of wheat to the production of designated war crops without fear of losing their acreage allotment therefor, says WFA. Previously legislation provided that not more than 3% of the county wheat acreage allotment could be used to establish allotments for farms on which no wheat was produced during the preceding 3 years. Crops named as war crops include: soybeans for beans, flax for seed, grain sorghums, etc. Cotton farmers may shift to oats, barley, sweet sorghums, sudan grass, biennial and perennial legumes, etc.

### TO CUT FREIGHT LOSS

April has been set aside for a nation-wide perfect shipping campaign. With an estimated 60 million dollar national loss and damage of freight in transit during 1944, this means of reducing this large wartime waste is expected to establish more careful practices.

Nationally there was one fatal accident for every 358 families in 1943, reports the National Safety Council. One out of every three families had a disabling injury and the cost per family averaged \$141.00.



### Pushing Cereal Foods

"Eat a better breakfast, do a better job!"

On the air, in the daily press, in women's publications, in company papers cereal grains are being pushed quite broadly as being the backbone of that "better breakfast" one is supposed to eat in order that he or she might "do that better job." The Cereal Institute is preparing much of the educational material which will, among other things, establish improved eating habits. And once grain products are again an important part of the diet it will take another war to materially change same.

### CANADA WHEAT GUARANTEE \$1.25

Continuation of the Canadian Wheat Board's guaranteed price for wheat, and a rigid limitation on the quantity of wheat that can be marketed at that price, are the principal features of the Dominion's grain program for 1945-46. The Board will continue to purchase wheat during the 1945-46 crop year at \$1.25 per bu, basis No. 1 Northern in store at Fort William-Port Arthur or Vancouver. Also, it again will give growers participation certificates entitling them to share in any profit that might be realized by the Government in the sale of the wheat.

The guaranteed price will not be paid for more than an individual grower's quota of 14 bu per authorized acre, the 14 bu limit being designed to encourage feed grain production in 1945, rather than additional production of wheat. In view of the large stocks of wheat on hand and the large commitments for shipments of beef and pork to the United Kingdom, Canadian officials consider the outlook for feed requirements this season to be much more pressing than for wheat. The Dominion's existing program of guaranteed prices for oats and barley also will be continued during the current season.

### DRAWN LINE THERE

Captured Nazi (to English Sailor,—"The German Navy is the finest, much better than the English scow fleet.")

No reply.

Captured Nazi—"German sailors are brave and intelligent, one of them is worth ten Britishers."

No reply.

Captured Nazi (as he spit into the ocean)—"Jawohl."

Britisher—Listen, you can call our sailors and our ships names, but I won't have you spitting in our ocean!"

### Promises Farm Labor

Appealing to farmers to plant the full crop acreage called for in this year's goals, WFA Administrator Marvin Jones recently renewed his pledge of full co-operation in obtaining the labor needed for cultivating and harvesting all the crops planted. "Regardless of war developments, another record output of food and fiber crops is urgently needed," he said. An additional 100,000 German prisoners of war are to be brought to the U. S., of which 30,000 will be available. This will increase the anticipated supply for farm work to 100,-

000, compared to the 70,000 used last year.

### PLAN FOR SEASONAL HELP NOW!

If you are going to need any extra help at harvest time, or any other seasonal peak, WMC recommends that operators in each market area should present their combined needs to the local USES as far in advance as is possible. Thirty percent of the terminal grain handling and grain processing plant men under 30 who were in 2-A or 2-B on Jan. 1 may be certified for deferment by WFA, says G&FDNA.

## 7 REASONS WHY



You should buy REXALL for that Heavy Duty Elevator Belt:

1. Strongest duck base used in grain belting.
2. No ply separation.
3. Bucket bolt-heads won't pull through.
4. High flexibility and traction, meaning more grain per hour.
5. Pre-war raw materials—no war quality labels.
6. Prompt deliveries.
7. *Proven efficiency for many years—ask for the record.*

REXALL is also unsurpassed for bag conveying, handling mixed feed, cereals, etc.

## IMPERIAL BELTING COMPANY

1750 S. KILBOURN

CHICAGO 23, ILL.



## PROTECTING YOUR PLANT PRODUCTION THROUGH PROPER DEFERMENT PROCEDURES

By Steve Halac, Personnel Director, The Glidden Company; President Chicago Superintendents Society Chapter

President Halac has given a great deal of time and thought to the matter of deferments, has interviewed the authorities in Washington and elsewhere, and passes on the correct information to our readers in this clear, concise summary of the proper procedures to take—and immediately.

Inasmuch as the details are so extensive "GRAIN" has mimeographed them for distribution to those concerned with the subject. They are yours for the asking, through the courtesy of hard-working Steve Halac.

The National Selective Service System has set up a new occupational deferment procedure for all men in the age group of 18 through 29 years of age. There are also various pertinent facts regarding the procedure for handling deferment of men of 30 through 33 years of age, and of 34 through 37 years of age.

### Ages 18 Through 29

Because of the increased requirements of the armed forces, a large number of physically fit males, especially those under 30 years of age, engaged in war production and essential war supporting activities, will be called up during the next few months. A plan is provided for the certification for deferment by certifying agencies of approximately 30% of all registrants under 30 years of age who were occupationally deferred on Jan. 1 1945, plus 10,000 for "reserves." This will allow certification for deferment

of a maximum of 246,000 registrants ages 18 through 29. [Deferment for the Merchant Marine will be handled through special procedures so that no allowance has been made for such deferment in the above figure.]

The following is a partial list of the certifying agencies (a full list of which is available from this publication): Army service forces, Navy, Army air forces, WPB, ODT, WFA, etc.

As a basis for determining any small proportion of men under 30 years of age who may be certified for occupational deferment, each employer shall send to his appropriate certifying agency certain stipulated data.

### Ages 30 Through 33

Deferments for registrants in this age group are handled by submitting a Form 42-A to the local board in the usual manner, without certification by any certified agency.

### Ages 34 Through 37

Heretofore the 42-B form was used on registrants in this age group. A new form 42 is to be submitted on registrants in this age group hereafter.

**IN SUMMARY:** It is suggested that all employers prepare a listing of all their employes in age group 18 through 29 in the relative importance of these men to the war effort. This list submitted to the certified agency which they choose should be sent in immediately, as follows:

Form 42-A Special Revised, for these men should be made up and held until notification by the certified agency as to which men will be certified;

Form 42-A should be sent out immediately on all registrants, ages 30 through 33, so that the local board will have these forms at once, and

Form 42 to be made out immediately for age groups 34 through 37 and submitted to the local board immediately.

All draft boards are notified that after April 1st registrants on their lists who are classified 2-A or 2-B in the age group of 18 through 37 be considered for reclassification unless the Form 42-A Special Revised, Form 42-A, or the Form 42 are on file for the respective age groups. If these forms are not on file these men are subject for immediate reclassification into 1-A and subsequently inducted into the armed services.

If you wish to retain your skilled help and they come within the aggregate group vulnerable for induction, make sure that the proper forms are in the hands of the local board at once.

## UNIONS FIGHTING AMONG THEMSELVES AT ARCADY

Sam Ming, chairman of the American Federation of Grain Processors' Council [AFL], issued a challenge earlier this month to the powerful International Brotherhood of Teamsters [IBT] to test its strength in "any kind of union election among the Council's 22,000 members to prove that the workers in grain processing plants want to continue as members of our union and not of the IBT."

Ming came to Chicago to lead the GPC's fight on the IBT, which started a drive to absorb the GPC's membership. IBT organizers invaded the Arcady Farms Milling Co. plant in Riverdale March 15th and prevented several hundred members of local 20653 from entering the plant for 24 hours. "Less than 5% of the local membership at the Arcady plant want to be members of the IBT," Ming said.

Daniel Tobin and his IBT subsequently received a rebuff from AFL President William Green when Green ordered the IBT to submit to an election at the Arcady plant to deter-

mine whether they have a right to the membership of an AFL grain processors' union there. Three processors' union members were temporarily suspended after they opposed the IBT action in causing a strike when IBT established a picket line that prevented GPC members from entering the plant, and the plant was then allowed to reopen.

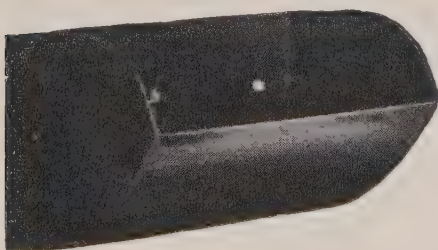
A federal restraining order was obtained to prevent the IBT from removing or disposing of the local union's funds and records, which came into the teamsters' possession when the secretary of the processors' local joined the IBT ranks and became an organizer for them.

IBT bases its right to raid the processors' union, which has 120 locals and 22,000 members in terminal grain elevators and flour mills throughout the country, on a decision made by the AFL executive board voting IBT the right to assume jurisdiction—providing the processors' membership SOUGHT membership—

## LOOK AHEAD BE PREPARED

Order equipment now that deliveries may be made in time to meet the demands of your busy season. If in need of elevator buckets, write for Form 35. Learn how much increased capacity you can get from your elevator legs with the

**CALUMET** Super Capacity Elevator **CUP**  
The elevator bucket with the Logarithmic curve.



**B. I. WELLER CO.**

327 S. La Salle St.

Chicago 4, Ill.



because IBT, it was asserted by Tobin, was in danger of being taken over by CIO.

Production at the manufacturing plant, amounting to 1,500 tons of feed daily and using German war prisoners in addition to its regular force, was resumed after 24 hours' idleness forced by IBT business agents.

#### NEW DUST EXPLOSION INSERT

Clarence Turning sends us a payroll insert-size card going out shortly to SOGES participants in their annual Safety Contest which we believe all should use similarly. Headed "Dust Explosions", the card points out that: "All combustible dusts (and some that are commonly considered non-combustible) can be ignited to cause explosions if mixed with air in the proper proportions.

"Therefore, (A) Do not let dust accumulate, particularly on overhead places, or on steam pipes, bearings or other hot objects, and, (B) Use all available exhaust equipment to eliminate dust at its source. Ventilate when possible.

"Where there is dust," the instruction card goes on to say:

- "1. Do not smoke or carry matches;
- "2. Do not use open flames, welding or grinding equipment;
- "3. Use only non-sparking (non-ferrous) tools;
- "4. Use only extension cords and grounded portable tools approved for dust exposure;
- "5. Keep oily rags in approved containers, and flammable solvents in safety cans; and
- "6. Wear nail-less shoes; keep stones, nails, and other foreign material from machinery."

Those wishing to obtain a supply of the above may purchase same, if members, direct from the National Safety Council, 20 N. Wacker Drive, Chicago 6, or through SOGES.

#### Need More Like Him

We would appreciate if you would advise what we owe you on our subscription to GRAIN, as we would like to keep this in good standing.—Elwood Roe, Roe Farms Milling Co., Atwood, Ont.

A recruit, with a twinkle in his eye, was about to go on sentry duty. "What do I do if I see a battleship coming down the street?" he asked his company commander.

Without batting an eye, the company commander replied. "Order the crew to advance in rowboats and be recognized."

## FRANK NEILSON, PAST SOGES PRESIDENT, DIES

When one recalls the early days of the Society of Grain Elevator Superintendents its history seems so closely linked with the name of Frank L. Neilson that old-timers almost consider them synonymous. It was Frank Neilson, interested in this technical body from the start, who took firm hold of the infant association and imbued it with his far-seeing vision, his impeccable wisdom, and his unwavering habit of action.

Reflecting the respect that he invariably commanded on all fronts, it was he who almost single-handedly placed the Society in the "big league", it was Frank Neilson who supervised the admixtures and aggregates going into the solid foundation and untottering structure that he so substantially helped to build to last for years. Yes, many a succeeding head owes a portion of his administrative success to Frank's careful planning back in the depths of the depression, back in 1933-34 when he was the Society's fourth president—even back to the organization's first days when he became Charter Member No. 68.

Starting as Chief Engineer, Frank became General Superintendent of what was then called Cargill Elevator Co. Later the company's divisions were streamlined and divided, and Frank became President of Cargill Warehouse Corp. Tax laws finally resulted in the new firm name of Cargill, Incorporated, and Frank was a Vice President and a Director, in charge of the Warehouse Division. He marked a definite place for himself in the hearts of his many friends and in the company he served so faithfully and ably. His empty chair will stand as mute witness to the memory of a man who will not soon be forgotten.

Born on June 12, 1889, at Bathgate, N. D., short of stature but powerfully built, Frank Neilson was a very active man. He possessed the qualities of speed and decisiveness, both in action and thought. Endowed with an unusual amount of "horse sense," he had the ability to analyze a problem and arrive at down-to-earth workable conclusions. It was this quality, along with the experience he gained while logging, which enabled him to work out the practical application of large bin storage operations as exemplified in Cargill's Omaha, Albany, Chicago and Memphis type of elevator construction. His mechanical genius proved to be of inestimable value, too.

He worked hard and he played hard. Golf was his favorite sport, with



hunting and fishing running a close second.

During World War I, Frank Neilson served in the aviation maintenance division of the U. S. Navy, in the same unit with Mr. A. S. Cargill, and they became life-long friends. His mechanical talent attracted Mr. Cargill's attention, and it was only natural that he should have been offered a position with the company. So in the fall of 1920 he became assistant to Mr. Cargill, who at that time was managing Cargill's lumber operations in British Columbia. Mr. Cargill returned to Minneapolis in 1924, but Frank Neilson carried on until a fire terminated the logging activities.

Mr. Neilson was transferred to La Crosse, Wis., to take over the operation of the La Crosse Southeastern Transportation Co., a bus line operated in connection with the La Crosse & Southern Ry., being brought to Minneapolis in 1930 when the road was sold. At that time he took over the mechanical end of Cargill's terminal elevator operations.

About three years ago Frank was afflicted with a heart condition which forced him to pursue a less active life. He spent the cold months in California, and it was at his home in Arcadia that he was suddenly overcome on March 6th, leaving his wife, Tess. His memory will be a challenge to all Society members to carry on as he would have done, and to all members of the industry to be stimulated to their best efforts, for his life was a pattern well worth striving to imitate.

#### He Likes It

I am enclosing \$2.00 to cover subscription to your worthy magazine.—L. B. Cunningham, The Quaker Oats Co. of Canada, Ltd., Peterborough, Ont.





## The Cost is **SMALL** compared with the **PROTECTION** You get

**I**T is well known that the explosive power of grain dust is many times that of dynamite. In comparison with the possible loss of property (and even life) often caused by dust explosions, the cost of dust control installations is very small indeed.

### Let **DAY** figure on Your **Complete DUST CONTROL SYSTEM**

DAY facilities include engineering, fabrication and installation of entire system—including Dual-Clone Dust Collectors, pipings, fittings, dust tanks, pneumatic dust and material car loaders, and all other sheet metal work of standard or special nature—big or small.

### **DAY DUAL-CLONE DUST COLLECTORS**



This patented DAY development—with its low resistance and high separating efficiency—is the key to the uniformly successful operation of DAY DUST CONTROL Systems. Its compact design saves space and greatly simplifies installation.

*Write for a copy of "DAY DUST CONTROL"*

## **THE DAY COMPANY**

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# For Your Bulletin Board

## April 1945

We believe that each Superintendent will find some way of using these reminders to good advantage. Where you have bulletin boards or blackboards, you may wish to post (or write) these reminders on those boards. You may also use them for your own series of instruction cards, pay-roll inserts, etc.

By using the entire series, either on bulletin boards or by distribution to all employees, you will reach all workers in the plant with a succession of messages which will call their attention to all known hazards at least once during the year. SOGES Safety Contest Director Clarence W. Turning invites your comments and suggestions.

1. Sun.—If you are using burred tools it is a sign that your eyesight might fail you before you are much older.

2. Mon.—Good housekeeping curtails waste, saves time, conserves health, prevents fire, promotes happiness and breeds safety.

3. Tues.—Our fighting men would like to have a day off, but they can't.

4. Wed.—Remove all projecting nails around the top of boxes, kegs and barrels.

5. Thurs.—Even a good eye specialist cannot make us see ourselves as others see us.

6. Fri.—The floor near the light switches should be dry! A shock may result if a switch is turned on when standing on a wet floor.

7. Sat.—Never use broken or weak ladders, or ladders with missing rungs.

8. Sun.—Neckties can wrap around a shaft. Flapping sleeves, loose trouser cuffs, and shirts can catch in gears.

9. Mon.—A list of injuries shows ways to get hurt. Profit by these examples and learn that it pays to work the safe way.

10. Tues.—Ventilate the safety meeting by airing your problems.

11. Wed.—See that no litter or other particles are left on stairways.

12. Thurs.—The surest way to prevent fires is to prevent and remove the hidden dangers.

13. Fri.—Put tools away. Never leave them leaning against cars.

14. Sat.—The sowers of safety are the reapers of happiness.

15. Sun.—Learn to lift the proper way to avoid strains. Bend your knees, keep your body erect, keep mouth open, then push upward with your legs.

16. Mon.—Good tools are priceless now—give them the best of care.

17. Tues.—Lift properly and never try to handle too much.

18. Wed.—Hurry is dangerous. The periods before quitting time and before lunch time are the fatal times of the day. Watch them.

19. Thurs.—Wear clothing that is safe—on the job.

20. Fri.—Even if it is only a matter of a few steps, use a step-ladder when coming down as well as when climbing. Don't jump down.

21. Sat.—Anger is a stone cast into a wasp's nest.

22. Sun.—The greatest secret of production—saving waste.

23. Mon.—We can't make you safe. It is up to you.

24. Tues.—Always select the right tools for the job.

25. Wed.—Safety cannot be put in one corner of the room and production in another.

26. Thurs.—Use care in placing ladders before using them. If there is danger of slipping, have someone hold it.

27. Fri.—Look first — and last longer.

28. Sat.—Help other employees to work safely by your example and by friendly suggestions.

29. Sun.—Keep your work place clean and orderly.

30. Mon.—Oiling, making adjustments, and performing similar duties near moving parts of machines without stopping them is the principal unsafe practice noted on accident reports.

Butch thought that his truck ought to fly;

Thirty-five was too slow for the guy.

So he flew down the road

Till a tire went and blowed.

And now Butch does his flying on high!

*"He fascinated me so I kissed him. Then he started to unfascinate me so I slapped him."*

### ACCIDENTS HELP THE AXIS



### ARCADY'S CURRENT SAFETY PLANS

1. To discuss, develop, and prepare a Safety Code for Mill employees. These rules are to be 12 to 18 in number and cover generally the most hazardous conditions in our industry.

2. To consider and set up a safety procedure to be followed by further committees so that there will be uniformity in purpose.

3. To prepare a weekly or bi-weekly Safety News Letter that can be either posted or given to men at payroll time, similar to "Safe Workers' Handbook."

4. To formulate plans for a monthly safety program and to plan one to be given within the next 30 days.

5. To develop sub-committees so that every one may take part in the safety committee program.

6. To dedicate our tenure to Victory in War as well as Victory in Accidents. In other words, to orientate our safety and production so that Management can see a direct relationship.

One-quarter of all industrial injuries may be attributed to unsafe handling of objects, the National Safety Council reports. One-half of these were strains and sprains, one-fourth were cuts and lacerations, and the remainder were fractures, bruises or contusions.

Seven thousand to 10,000 deaths per year are caused by burns and scalds. One-fifth of all fatal burns are to children under five years old.



## EXECUTIVE MEETING TO CEDAR RAPIDS

I am in favor of Cedar Rapids being the focal point for our SOGES executive committee meeting, if all feel a meeting to be as needed, and if all are agreeable to come here. Hope the boys will submit their opinions promptly.—Herb Brand, Pres.

### Able Superintendent Available

ABLE SOYBEAN PLANT Superintendent with wide experience is available for employment. Age 32, 6 ft. tall, of German descent, with no physical or organic defects, have best of references. Selective Service classification 2-A. Married, with two children, 5 and 7.—Herbert R. Kampert, Box 351, Redfield, Iowa.

### Latest Paris Creation

IN THE dark days of 1941, irrepressible Parisians were chuckling over the following story:

Six Nazi pilots appear before the Pearly Gates and knock boisterously. St. Peter sizes them up, and asks who they are.

"We are German airmen," says the Nazi with the biggest Iron Cross. "We have been shot down over England. Can we get in?"

Without answering a word the heavenly gatekeeper disappears. Finally he returns, opens the gate halfway and says: "All right, men. Those two over there may come in."

"But we are six," say the Germans. "How about the other four?"

"Sorry boys," answers the Saint. "According to the communique of the German High Command only two pilots were lost over England today. Those two may come in—the other four can go to Hell."—The Causeway.

British bombers were over Berlin, the sirens were screaming and people were racing for the shelters.

"Hurry up!" cried the housewife to her spouse.

"I can't find my false teeth," called the befuddled and tardy husband.

"False teeth!" returned the exasperated wife. "What do you think they're dropping? Sandwiches?"—Wall St. Journal

*The judge was getting disgusted with the number of divorces in town and had a sign tacked up on the door. "Meditate well, girls, before you make the final decision. Remember, alimony is next to worthless on a cold night!"*

## Addition for Jack Smith

A three million bushel addition is now under construction for the Sarnia (Ont.) Elevator Co., where Jack Smith spends most of his waking hours. The new unit is to be ready to handle new wheat early this fall. — Norman Boadway, Collingwood (Ont.) Terminals Ltd.

### Post War Elevator

Construction of a grain terminal on recently acquired property in East Los Angeles is one of the steps projected in Pillsbury Mills' postwar planning in connection with its west coast division, Globe Mills.

### \$500,000 CONSTRUCTION PROGRAM

A \$300,000 feed mill at Eugene, Ore., is included in the first phase of a four-city construction program being undertaken by the Pacific Co-op. Poultry Producers Ass'n, according to an announcement by Grover C. Kenney.

### WORK PROGRESSING ON SOY PLANT

Construction operations on the reinforced concrete storage tanks and workhouse for Swift & Co.'s new soybean plant at Frankfort, Ind., are under way. Six other buildings are to be erected, according to Sam D. Hollett, manager. Completion of the entire project is scheduled for fall processing of new crop beans.

### TERMINAL FOR MT. VERNON

A terminal grain elevator is proposed by the Indiana Farm Bureau Co-op. Ass'n, to be erected at Mt. Vernon, Ind., according to Marvin J. Briggs, ass't gen'l mgr.

Knowing that you don't know much is knowing a lot.

## To Build Plant

A 1,800 bu daily capacity soybean processing plant will be started at Janesville, Wis., this fall by Ralph Wells of Monmouth, Ill.

### Convert to Soybeans

Shortage of flax has resulted in converting Archer-Daniels-Midland Co.'s Fredonia, Kan., linseed oil plant into a soybean crushing unit.

### "NEWSFRONT" Ready Next Month

The first issue of "NEWSFRONT", a new monthly publication of the Westinghouse Electric & Mfg. Co., will appear in April, well illustrated with drawings and photographs. Containing short articles describing the latest achievements in the fields of scientific research, engineering and production, requests to be placed on the mailing list should be addressed to the Editor, Westinghouse NEWSFRONT, 306 Fourth Ave., Box 1017, Pittsburgh, Pa.

### Teen Age Worker Loses Arm

Marvin Shaul, 16, suffered the loss of his right arm recently when it became caught in machinery at the Kellogg Co. mills in Omaha where he was at work on the night shift.

### Closed Shop Exception

You would violate the Executive Order prohibiting discriminatory employment or hiring practices if you were required to adhere to a closed-shop contract under the Wagner Act, according to the view taken by the Fair Employment Practice Committee.

### Cannot Set Aside Employment Ceiling

A federal court recently held that it does not have authority to review a WMC order involving an employment ceiling and discharge of workers. Consequently you cannot expect a federal court to set aside the employment ceiling that WMC establishes for your company.

### No Seniority Loss

An employee who transfers involuntarily to a war service job through USES must be taken back, WMC and WLB directing that these workers be given certificates of war service employment to insure their reinstatement in former jobs, with accumulated seniority, after they complete their war service.

## PERMANENTLY WATERPROOF

YOUR BUILDINGS—WITH—HYDROZO!

SAVES COSTLY REPAIRS and REPLACEMENTS

A Colorless Preserving Liquid, **HYDROZO** Permanently Waterproofs Porous Surfaces. It Penetrates and Seals. Never Oxidizes or Turns Color. Write for Details. Have your Contractor Use **HYDROZO** Products.

## HYDROZO PRODUCTS COMPANY

SALES OFFICE

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Madison 5, Wisconsin



## PROGRESS DUE TO ASSOCIATIONS

Progress in America has been made by associations. No one man is so self-sustaining that he does not need help from his fellow man. Professional association in all walks of life brings about exchange of ideas, solutions of common problems, new features in industry. The war effort has been successful in America because of professional association in industry. Cultivate association of others in your profession. It will pay **GOOD DIVIDENDS.**—NCIEA.

## BLOWERS AGAIN IN LEAD

John Blowers, able K. C. Chapter Secretary, with Standard Milling Co., again took the lead in the association's new membership contest, with four new members to his credit. Trailing are Lloyd Forsell of Albert Schwill & Co., Chicago Chapter Vice President, and Russell B. Maas of Screw Conveyor Corp., Hammond, with three apiece to their credit. Paul Christensen of Van Dusen-Harrington Co., and James Auld of Hales & Hunter Co., both of Minneapolis, have two new members chalked up to them, and fourteen members have obtained one apiece.

## Roy Johnson to K.C.S.

Roy Johnson of Topeka was just named General Super at the K. C. S. elevator for Moore-Seaver Grain Co., succeeding Clarence Swearingen, who became inactive due to ill health.—John Blowers, Standard Milling Co., K. C. SOGES Chapter Sec'y.

## NEW MEMBERS CROWDING INTO SOGES

"We are proud to announce the election to membership of a number of able men in our profession," writes John Belanger of Manitoba Pool Elevators, Ltd., Port Arthur, SOGES Second Vice President. "With the help and effort of many active members the character and caliber of SOGES has been considered sufficiently meritorious to warrant the following men deciding to cast their lot with us. We are, and we are sure these new members are, too, proud of their affiliation with their only technical trade association." They are:

- 607 Clark A. McElevey, The Day Company of Canada, Ltd., Winnipeg
- 608 Emil Carlson, Star Elevator, Van Dusen-Harrington Co., Minneapolis
- 609 Thomas B. Meyer, Assistant, Star Elevator, Van Dusen-Harrington Co., Minneapolis

- 610 Guy E. Anderson, Anderson-Crane Rubber Co., Minneapolis
- 611 John Bruce Winfield, Canadian Pacific Elevator, Port McNicoll
- 612 Arthur Cohen, Arco Bag Company, Chicago
- 613 Con Hingher, Ralston-Purina Co., Minneapolis
- 614 Lloyd Stoppel, Bethlehem Steel Co., St. Paul
- 615 Frederick L. Beakey, Grain Trade Buyers Guide, Chicago.
- 616 Tibor A. Rozsa, Sprout, Waldron & Co., Muncy, Pa.
- 617 Frank Slepicka, American Miller, Chicago.

- 618 James Messersmith, Kansas Flour Mills Co., Kansas City.
- 619 William J. Scoles, International Milling Co., New Prague, Minn.
- 620 Kenneth A. Fisher, Minneapolis (Minn.) Milling Co.
- 621 Henry Bowman, George J. Meyer Malt & Grain Corp., Buffalo.
- 622 Roy Johnson, Moore-Seaver Grain Co., Kansas City.
- 623 George Spafford, Wyandotte Elevator, Standard Milling Co., Kansas City.
- 624 Archie M. McCormack, Archer-Daniels-Midland Co., Chicago.

## The "YES" and "NO" of Weevil-Cide

### THE DEPENDABLE GRAIN FUMIGANT

Is Weevil-Cide safe for user?  
Does it possess highly effective and uniform killing power?  
Is it convenient to apply?  
Is it economical?

# YES!

Does it leave an objectionable odor?  
Is it injurious to grain treated?  
Does it involve fire hazard?

# NO!



**3 TO 1**  
Choice  
of  
Terminal  
Elevators

**THE Weevil-Cide COMPANY**  
THE DEPENDABLE GRAIN FUMIGANT  
1110 HICKORY STREET  
KANSAS CITY, MO.



## CHICAGO AGAIN TIES MINNEAPOLIS

Keeping nip and tuck with their Minneapolis rivals, the Chicago SOGES Chapter again managed to just tie the top record for the month—"but it was just by the skin of our teeth," confides Chicago's Prexy Steve Halac. Here's the way matters stand at this writing:

Minneapolis .....	9
Chicago .....	9
Kansas City .....	8
General Group .....	5
Buffalo .....	1
Omaha-Council Bluffs .....	0
Ft. William-Pt. Arthur .....	0
To date .....	32

## SUGGESTS "GRAIN INDUSTRIAL INSTITUTE"

Here are two more suggestions received to be added to the list of proposed names so far submitted by the SOGES membership for our rapidly expanding body, designed primarily to reflect the character thereof a little more accurately than our present name. I feel either of these names also has the advantage of brevity. They are:

GRAIN INDUSTRIAL INSTITUTE.  
INDUSTRIAL GRAIN INSTITUTE.

Inasmuch as SOGES is strictly a scientific and technical body, the word "Institute" or the word "Society" would connote its import and significance. Let's hear some more along this line. There was quite a bit of interesting discussion developed for a while and each time we seemed to get a little closer to something desirable.—Emil Buelens, The Glidden Co., Chicago 39.

## RECORD TURNOUT

We held our regular monthly meeting, which was Managers' Night, on Feb. 19. Eighty-eight managers, members and associates attended, and a swell time was had by all.—John J. Blowers, K. C. SOGES Chapter Sec'y.

## NON-CHAPTER SUPERS TO FORM GROUP

In the belief that the Non-Chapter SOGES members can knit themselves a little closer together and can accomplish via the mails what the Chapter groups gain through regular monthly meetings, Harold Wilber of A. E. Staley Mfg. Co., Decatur, First Vice President of the association, is urging correspondence from what he prefers to call "General" members.



"I feel," he says, "that we, too, have reactions to the reports of proceedings published, and that most of us would like to get our oar in some place along the line. If we can successfully air our ideas with one another, either through regular mimeographed news-letters or through 'GRAIN,' we would all gain a great deal."

No further address is necessary in addressing Mr. Wilber than the above. Officers might be elected and a program outlined, with everyone's help. Will you write him today?

## MANAGERS' NIGHT APR. 10

Such a large attendance is anticipated at the annual Managers' Night meeting of the Minneapolis SOGES Chapter that the meeting is being postponed until April 10th to enable having adequate quarters to accommodate the crowd, according to word from Prexy Cliff MacIver of A-D-M Co. Members of the Minnesota R. R. & Warehouse Commission and local supervisors of the state departments of grain inspection and weights are included among those invited.



## MCCARTHY, THEIS HEAD COUNCIL

Walter R. McCarthy, Capitol Elevator Co., Duluth, recently was re-elected chairman of the National Grain Trade Council. Frank A. Theis, Simonds-Shields-Theis Grain Co., Kansas City, was named vice-chairman. Both are honorary members of SOGES. Ray B. Bowden was re-elected executive vice chairman.

## TWIN CITY CHAPTER HEARS HARBIN

"The Insurance Inspector, Your Friend," was the subject of the interesting talk presented before the March 6th meeting of the Minneapolis SOGES Chapter and attended by 52, according to Prexy Cliff MacIver of A-D-M Co. After a helpful parade of down to earth facts, Westinghouse Electric's R. J. Roche gave an illustrated talk on the maintenance of electric motors and controls, and distributed a highly useful maintenance manual.

## SPLendid MEETING AT MINNEAPOLIS

We had a very good meeting March 6th with 52 present. Twenty-six of our attendance were Supers, the balance assistants, and associates. Can Chicago beat that record? We're betting they can't.

Things here are slow because of the scarcity of empty boxcars, which are a curiosity at present. Some of the elevators, both here and Duluth, are loading grain in gondolas. I believe the situation is worse than it was in the last war.—James Auld, Hales & Hunter Co., Minneapolis Chapter Sec'y.



*Application for Regular Membership*

*Society of Grain Elevator Superintendents*

BOARD OF TRADE • Phone WABash 3111 • CHICAGO 4, ILLINOIS

To the EXECUTIVE COMMITTEE:

Date.....

Being engaged in the Management or Supervision of a Grain Terminal or Grain Processing Plant, I am eligible to the grade of ☐ Member or ☐ Associate Member, and do hereby apply for Membership in the SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS.

I enclose ☐ herewith (or will pay on receipt of invoice ☐) check for \$..... covering current dues.

RATES OF DUES: Owners, Operators, Managers, Superintendents—\$10. Associates—\$25

My Name in Full.....

Title..... Birthday Month..... Date.....

Firm Name .....

Mail Address..... Zone Number.....

City and State..... By.....

A Voluntary Body Formed to Promote Greater Knowledge in the Maintenance and Efficient Operation of Grain Elevators and Grain Processing Plants and the Solving of Mutual Technical Problems with a View to Adopting More Economical and Less Hazardous Practices.



### Bill Porter Busy

Up until New Year's day we were as busy as a one-armed paperhanger, but since Jan. 2nd I have been confined to my home and the hospital by a real case of sciatica, beside which a real old fashioned toothache would be a pleasure. Now that I am getting around again I am going to write Walter Teppen and see if we can't do something about interesting more of the Russell-Miller boys in Soges.—Wm. J. Porter, Grand Forks, N. D.

### Has Unloading Idea

I am keenly interested in any and all progress made in the car unloading problem and greatly appreciate the first sketch published in "GRAIN." I have an undeveloped idea of operation which I will endeavor soon to line out in my fashion and pass it on to your many readers.—Robert G. Hunt, Tacoma, Wash.

### WARD COMBS WRITES:

England, aboard U. S. S. LST 307, Fleet P. O., N. Y., Feb. 21.—Sure was pleased to receive your letter of Dec. 15th. You are much faster with replies than I am. You will be interested, too, in learning that your letter reached me here 10 days later, Christmas Day, so it went a long ways towards making the day a nice one.

We had a grand Christmas dinner, equal to the Thanksgiving one (Ed: Just reading the menu makes one hungry) and will have turkey again tomorrow for George Washington's birthday. Hope your Navy bomber pilot son got to include Christmas at home on his last leave.

Must say England really has a most beautiful countryside, but one thing I miss, which is hardly noticeable here, is the change of seasons. You just go from one into the other and never realize it.

Enjoyed my visit at the Quaker Oats Co. plant here very much, and only wish I had the opportunity to visit others. In some respects their problems of control are not as serious as in the States, and on the other hand, for example, they can't refuse imported shipments nor hold them up, but must accept them and unload the cargoes immediately.

Reading about the Omaha Chapter having a meeting of 44 really is front page news, and I am glad to hear of this. The boys really must be on the ball. Sure hope they keep it rolling. . . . I would appreciate receiving a copy of GRAIN now and then.—Ward A. Combs, PhMlc.

You've backed the attack, now speed the victory!

### BRING SPRING TO CITY

Taking full credit for the early Spring weather enjoyed by Chicago so far this month, were Herbert R. Kampert of the Iowa Soya Co., Redfield, Ia.; Norman Boadway, Collingwood (Ont.) Terminals Ltd.; Tibor Rozsa, Rodney Milling Co., MacPherson, Kan.; and three Twin City ambassadors, namely Frank Kohout of the A. C. Horn Co., George Patchin of Appraisal Service Co., and Arthur B. Osgood of The Day Co. During this current match shortage a visit from Messrs. Patchin and Osgood is something to be remembered.

### AMBLER TO OMAHA

Have taken over this office with the states of Colorado, Nebraska and Iowa, as well as half the state of Wyoming and a small section of Missouri to cover, so you can readily see that I will have very little spare time. Chapter President Charley Walker tells me that they have had no SOGES meeting since December because the boys have all been too busy, working night and day, but they expect to resume very soon.—Lou Ambler, Richardson Scale Co., Omaha.

### Brand Family Ill

Both SOGES Prexy and Mrs. Herb Brand have been well under the weather with a lot of flu at their house. Herb writes that he hasn't been able to be at work in over two weeks.

## Enlist Your Idle Equipment In This War!

If you have idle equipment or machinery you can make available—sell it to some other reader.

The demand for equipment to handle and process grain in our war production plants far exceeds the normal supply. In response to this urgent need, many readers are making their contribution to the war by selling idle machines. In return, they get a generous check that adds to their income—and enjoy the satisfaction of extending a helping hand to a brother operator.

Rates: 5c per word per insertion; minimum \$1.00. Blind ads 25c per insertion extra. 7 words to the line.

## "GRAIN"

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### TO RAISE GERMAN GOITER?

During the past few weeks we have had a reorganization of the George J. Meyer Malt & Grain Corp. and my brother George and myself are now managing this firm, so please change my address to 1314 Niagara St., Buffalo.



Enclosed please find application and check for the membership of our newly appointed superintendent, Henry Bowman. I look forward to the day when I will be able to bring him to his first SOGES convention.—Edward E. Frauenheim, Jr., Vice President.

### PETERSON TO MT. CLAIR

Haven't had time to sit down and tell you about the new job; in fact, I've been too tired to write. E. H. Beer & Co. took over the B. & O's. Mt. Clare elevator Jan. 10, but had bagged a lot of grain before that time. All through the snow tie-up we just had to keep the distilleries supplied somehow. The elevator had been neglected badly in upkeep, so we had to operate the best we could and at top speed.

We have 8 automatic bagging scales that can be moved on hanging tracks to any bin in the house. Our capacity is about 240,000 bu, but we move grain in and out constantly, so we are not too crowded at any time. All the elevators here are bagging steadily. The big Western Maryland terminal can bag 3,000 bags an hour, and that's several bags to be sewed. Don't believe that record can be beaten anywhere.—Frank A. Peterson, Mt. Clare Elevator Co., Baltimore.

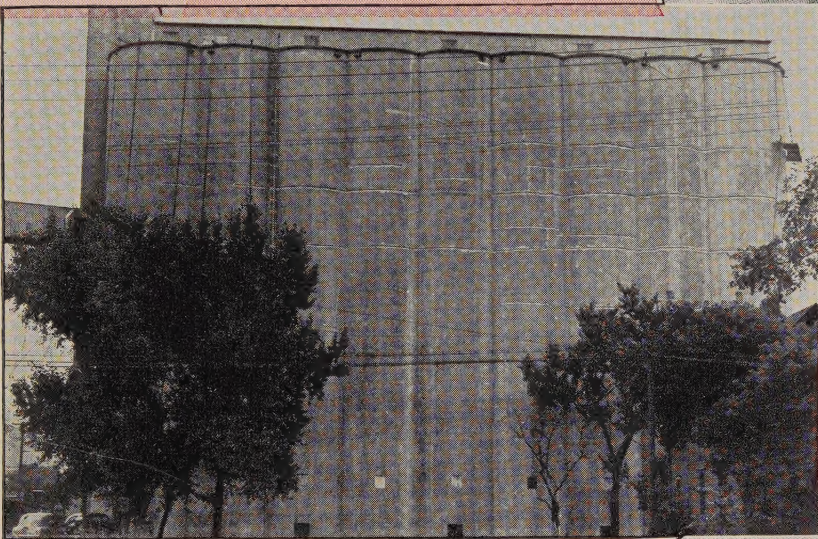
### ONE FOR THE BOOKS

Here's one for the books. Three of my crew came to work this morning and because I wouldn't lend them any money (they were paid the day before) they just went home. Now what can a fellow do with men like that? Labor is so poor that we have to use double the usual help to make any showing at all. Being a shipbuilding city, we have to use all the help possible to get. We get "jitterbugs", if you know what I mean. Not one worth one-third of what we have to pay them. I wonder if any other Supers have had such experiences?—Frank A. Peterson, Baltimore.

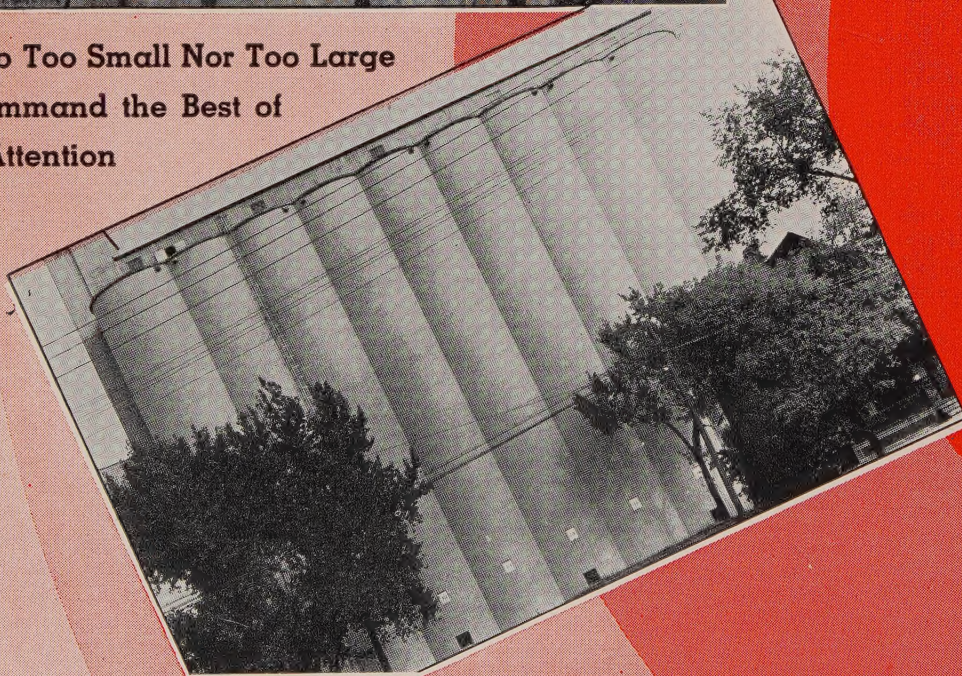


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